

108TH CONGRESS  
1ST SESSION

# H. R. 2378

To reform the safety practices of the railroad industry, to prevent railroad fatalities, injuries, and hazardous materials releases, and for other purposes.

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## IN THE HOUSE OF REPRESENTATIVES

JUNE 5, 2003

Mr. OBERSTAR (for himself, Ms. CORRINE BROWN of Florida, and Mr. FILLNER) introduced the following bill; which was referred to the Committee on Transportation and Infrastructure

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## A BILL

To reform the safety practices of the railroad industry, to prevent railroad fatalities, injuries, and hazardous materials releases, and for other purposes.

1 *Be it enacted by the Senate and House of Representa-*  
2 *tives of the United States of America in Congress assembled,*

3 **SECTION 1. SHORT TITLE; TABLE OF CONTENTS.**

4 (a) SHORT TITLE.—This Act may be cited as the  
5 “Railroad Safety Reform Act of 2003”.

6 (b) TABLE OF CONTENTS.—

Sec. 1. Short title; table of contents.

Sec. 2. Findings.

Sec. 3. Amendment of title 49, United States Code.

### TITLE I—EMPLOYEE FATIGUE

Sec. 101. Definitions.

- Sec. 102. Limitations on duty hours of train employees.
- Sec. 103. Limitations on duty hours of signal employees.
- Sec. 104. Limitations on duty hours of dispatching service employees and power directors.
- Sec. 105. Employee sleeping quarters.
- Sec. 106. Fatigue management plans.
- Sec. 107. Conforming amendments.
- Sec. 108. Limitations on duty hours of transport vehicle drivers.
- Sec. 109. Electronic recordkeeping.
- Sec. 110. Split shifts.
- Sec. 111. Rotating shifts.
- Sec. 112. Recommendations on hours of service changes.

#### TITLE II—PROTECTION OF EMPLOYEES AND WITNESSES

- Sec. 201. Expansion of employee protections.
- Sec. 202. Employee reports.
- Sec. 203. Audits of reporting.
- Sec. 204. Interfering with or hampering safety investigations.

#### TITLE III—GRADE CROSSING SAFETY

- Sec. 301. Toll-free number to report grade crossing problems.
- Sec. 302. Grade crossing signal violations.

#### TITLE IV—PASSENGER SERVICE SAFETY STANDARDS

- Sec. 401. Emergency windows.
- Sec. 402. Passenger railroad signal systems.
- Sec. 403. Passenger locomotive fuel tanks.
- Sec. 404. Positive train control.

#### TITLE V—SAFETY RULEMAKING AND ENFORCEMENT

- Sec. 501. Purpose.
- Sec. 502. Railroad safety conference.
- Sec. 503. Rulemaking process.
- Sec. 504. Crane safety.
- Sec. 505. Railroad car visibility.
- Sec. 506. High-speed rail noise regulation.
- Sec. 507. Track safety.
- Sec. 508. Enhanced inspection and investigation authority under the Federal railroad safety laws.
- Sec. 509. Expansion of emergency order authority.
- Sec. 510. Safety inspectors.

#### TITLE VI—MISCELLANEOUS PROVISIONS

- Sec. 601. Safety considerations in grants or loans to commuter railroads.
- Sec. 602. Technical amendments regarding adjustment of civil penalties for inflation.
- Sec. 603. Certification of locomotive engineers and other safety-related railroad personnel.
- Sec. 604. Transport motor vehicle inspections.
- Sec. 605. Conrail safety exemption.
- Sec. 606. Seniority rights.

1 **SEC. 2. FINDINGS.**

2 The Congress makes the following findings:

3 (1) The railroad industry has achieved a reduc-  
4 tion in the number of fatalities, and the number of  
5 some types of accidents, such as collisions and  
6 grade-crossing accidents, has fallen sharply. But the  
7 number of derailments and employee fatalities has  
8 remained almost unchanged in recent years, and  
9 some key safety issues have not been adequately ad-  
10 dressed. Employee fatigue remains a critical prob-  
11 lem, and harassment and intimidation of railroad  
12 employees continue to cast doubt on the reliability of  
13 rail safety statistics and to create a hostile working  
14 environment that is not conducive to safety. Con-  
15 certed efforts are needed to address these problems  
16 so that railroad safety can be further improved.

17 (2) The Safety Assurance and Compliance Pro-  
18 gram is an approach to safety that emphasizes the  
19 active partnership of the Federal Railroad Adminis-  
20 tration, rail labor representatives, and railroad man-  
21 agement in identifying current safety problems and  
22 jointly developing effective solutions to those prob-  
23 lems. One fundamental principle of this approach is  
24 tracing a safety problem to its root cause and at-  
25 tacking that cause rather than only its symptoms.  
26 Where a problem is determined to be system-wide,

1       this approach calls for a system-wide solution.  
2       Under this approach, the Federal Railroad Adminis-  
3       tration seeks to focus its inspection and enforcement  
4       resources on the most serious safety problems. This  
5       approach has demonstrated significant capacity for  
6       identifying and eliminating the root cause of system-  
7       wide safety problems by enlisting those most directly  
8       affected by such problems—railroad employees and  
9       managers—in a partnership effort. Used together  
10      with the Federal Railroad Administration’s regular  
11      inspections and enforcement tools, this approach  
12      provides a firm basis for addressing the safety chal-  
13      lenges facing the changing railroad industry and ad-  
14      vancing toward the safety program’s ultimate goal of  
15      zero tolerance for any safety hazard in the railroad  
16      industry.

17           (3) The Railroad Safety Advisory Committee,  
18      which was established under the Federal Advisory  
19      Committee Act (5 U.S.C. App. 2), is proving to be  
20      an effective means of involving interested members  
21      of the railroad community in the development of  
22      railroad safety rules issued by the Federal Railroad  
23      Administration. The continued use of this collabo-  
24      rative method of developing safety regulations is  
25      more likely to produce rules that are based on an in-

1       dustry consensus and, accordingly, that are more  
2       readily understood and more consistently complied  
3       with, than rules developed under more traditional  
4       methods.

5   **SEC. 3. AMENDMENT OF TITLE 49, UNITED STATES CODE.**

6       Except as otherwise expressly provided, whenever in  
7   this Act an amendment or repeal is expressed in terms  
8   of an amendment to, or a repeal of, a section or other  
9   provision, the reference shall be considered to be made to  
10  a section or other provision of title 49, United States  
11  Code.

12   **TITLE I—EMPLOYEE FATIGUE**

13   **SEC. 101. DEFINITIONS.**

14       Section 21101 is amended—

15               (1) by amending paragraph (2) to read as fol-  
16       lows:

17               “(2) ‘dispatching service employee’ means an  
18       operator, train dispatcher, or other train employee,  
19       including an employee of an independent contractor,  
20       who—

21               “(A) by the use of an electrical or mechan-  
22       ical device dispatches, reports, transmits, re-  
23       ceives, or delivers orders related to or affecting  
24       train movements; or

1           “(B) directly supervises an employee who  
2           carries out responsibilities described in subpara-  
3           graph (A),

4           but such term does not include a power director.”;

5           (2) by redesignating paragraphs (3), (4), and  
6           (5), as paragraphs (4), (7), and (8), respectively;

7           (3) by inserting after paragraph (2) the fol-  
8           lowing new paragraph:

9           “(3) ‘dually employed’ means being at the same  
10          time in the employ of two or more railroad carriers,  
11          of two or more independent contractors, or of both  
12          one or more railroad carriers and one or more inde-  
13          pendent contractors.”;

14          (4) in paragraph (4), as so redesignated by  
15          paragraph (2) of this section, by striking “or a train  
16          employee” and inserting “a train employee, a power  
17          director, or a transport vehicle driver”;

18          (5) by inserting after paragraph (4), as so re-  
19          designated by paragraph (2) of this section, the fol-  
20          lowing new paragraphs:

21          “(5) ‘independent contractor’ means an inde-  
22          pendent contractor to a railroad carrier and includes  
23          a subcontractor to an independent contractor.

24          “(6) ‘power director’ means—

1           “(A) a train employee, including an em-  
2           ployee of an independent contractor, who af-  
3           fects the movement of trains through control of  
4           third rail or pantographic electric power; and

5           “(B) an individual, including an employee  
6           of an independent contractor, who—

7                   “(i) supervises operations and section-  
8                   alizing of an electric power distribution  
9                   system which transmits electrical energy  
10                  for the propulsion of trains;

11                  “(ii) directs opening and closing of  
12                  circuit breakers affecting the movement of  
13                  trains and for the protection of employees  
14                  and others engaged in work on, or in close  
15                  proximity to, any portion of the electric  
16                  power distribution system which transmits  
17                  electrical energy for the propulsion of  
18                  trains; or

19                  “(iii) disconnects and sectionalizes  
20                  switches as required for the movement of  
21                  trains and for the protection of employees  
22                  and others engaged in work on, or in close  
23                  proximity to, any portion of the electric  
24                  power distribution system which transmits

1                   electrical energy for the propulsion of  
2                   trains.”;

3                   (6) in paragraph (7), as so redesignated by  
4                   paragraph (2) of this section, by striking “employed  
5                   by a railroad carrier who is engaged in installing, re-  
6                   pairing, or maintaining signal systems” and insert-  
7                   ing “engaged in installing, repairing, or maintaining  
8                   signal systems, including an employee of an inde-  
9                   pendent contractor, and including any individual  
10                  who directly supervises an individual engaged in  
11                  those activities”;

12                  (7) in paragraph (8), as so redesignated by  
13                  paragraph (2) of this section, by inserting “and an  
14                  employee of an independent contractor, and any in-  
15                  dividual who directly supervises an individual en-  
16                  gaged in those activities” after “including a hos-  
17                  tler”; and

18                  (8) by adding at the end the following new  
19                  paragraphs:

20                  “(9) ‘transport motor vehicle’ means a motor  
21                  vehicle used to transport any person employed by a  
22                  railroad carrier or its independent contractors to or  
23                  from a work site.

24                  “(10) ‘transport vehicle driver’ means a man-  
25                  ager, supervisor, official, agent, or other employee of



1 a railroad carrier or its independent contractor who  
2 drives a transport motor vehicle to or from a work  
3 site for the purpose of transporting persons em-  
4 ployed by a railroad carrier or its independent con-  
5 tractors.”.

6 **SEC. 102. LIMITATIONS ON DUTY HOURS OF TRAIN EM-**  
7 **PLOYEES.**

8 (a) GENERAL RULES.—Section 21103(a) is amend-  
9 ed—

10 (1) by striking “officers” and inserting “man-  
11 agers, supervisors, officers,”; and

12 (2) by striking paragraphs (1) and (2) and in-  
13 serting in lieu thereof the following:

14 “(1) unless that employee, during the prior 24  
15 hours, has had at least 8 consecutive hours off duty,  
16 during which the employee receives no communica-  
17 tion from such employing railroad carrier or its  
18 managers, supervisors, officers, and agents;

19 “(2) for a period in excess of 12 consecutive  
20 hours;

21 “(3) after that employee has been on duty for  
22 10 or more consecutive hours, unless that employee  
23 immediately after being released from such period of  
24 duty has at least 10 consecutive hours off duty;

1           “(4) unless that employee has received notice at  
2           least 8 hours before beginning such duty;

3           “(5) unless that employee has had at least one  
4           period of at least 24 consecutive hours off duty in  
5           the past 7 days; and

6           “(6) unless, when last released from duty at  
7           that employee’s home terminal, the employee had as  
8           much time off duty at the employee’s home terminal  
9           as the employee most recently had off duty at an  
10          away-from-home designated terminal of the em-  
11          ployee.

12 In the case of a dually employed employee, a railroad car-  
13 rier shall not be held responsible for violating this sub-  
14 section because of the employee’s work schedule for an-  
15 other employer if none of the railroad carrier’s managers,  
16 supervisors, officers, and agents had actual knowledge of  
17 that work schedule. For purposes of the preceding sen-  
18 tence, a railroad carrier’s managers, supervisors, officers,  
19 and agents shall be considered to have actual knowledge  
20 of the work schedules of the train employees of its inde-  
21 pendent contractors. A railroad carrier shall be held re-  
22 sponsible for the actions of its independent contractors in  
23 requiring or allowing a train employee to remain or go  
24 on duty.”.

1 (b) DETERMINING TIME ON DUTY.—Section  
2 21103(b) is amended—

3 (1) in paragraph (3), by striking “the railroad  
4 carrier” and inserting “a railroad carrier or inde-  
5 pendent contractor”;

6 (2) in paragraph (4), by inserting “or waiting  
7 on a train for deadhead transportation from a duty  
8 assignment” after “to a duty assignment”;

9 (3) in paragraph (7)(D), by striking “officer or  
10 agent” and inserting “manager, supervisor, officer,  
11 or agent”; and

12 (4) by inserting the following new paragraph at  
13 the end:

14 “(8) All time on duty for any railroad carrier  
15 or independent contractor shall be included.”.

16 (c) NOTICE ABOUT DUAL EMPLOYMENT.—Section  
17 21103 is amended by adding at the end the following new  
18 subsection:

19 “(d) NOTICE ABOUT DUAL EMPLOYMENT.—(1) Not  
20 later than January 31 each year, a railroad carrier shall  
21 inform in writing each train employee engaged in or con-  
22 nected with the movement of a train the railroad carrier  
23 operates—

24 “(A) that all time spent performing aggregate  
25 duty for one or more railroad carriers and one or

1 more independent contractors counts as time on  
2 duty under this section;

3 “(B) about the employee’s responsibilities under  
4 paragraph (2); and

5 “(C) about the penalties applicable under sec-  
6 tion 21303 to a failure to comply with paragraph (2)  
7 of this subsection.

8 “(2) A dually employed train employee shall—

9 “(A) inform each of his or her railroad carrier  
10 and independent contractor employers in writing  
11 within 5 days after entering into an employment re-  
12 lationship with an additional railroad carrier or inde-  
13 pendent contractor; and

14 “(B) ensure that each of his or her railroad  
15 carrier and independent contractor employers is kept  
16 informed about the employee’s work schedule with  
17 each of the other employing railroad carriers and  
18 independent contractors.

19 “(3) A railroad carrier or independent contractor re-  
20 ceiving written notification of dual employment shall re-  
21 tain a copy of the notification for a period of two years  
22 after the termination of such dual employment status. A  
23 copy of such notification shall be made available to rep-  
24 resentatives of the Secretary of Transportation for inspec-  
25 tion and copying during normal business hours at the rail-

1 road carrier's or independent contractor's system head-  
 2 quarters and at such subsystem headquarters as may be  
 3 required by the Secretary by regulation.”.

4 **SEC. 103. LIMITATIONS ON DUTY HOURS OF SIGNAL EM-**  
 5 **PLOYEES.**

6 (a) GENERAL RULES.—Section 21104(a)(2) is  
 7 amended—

8 (1) by striking “officers” and inserting “man-  
 9 agers, supervisors, officers,”; and

10 (2) by inserting after subparagraph (C) the fol-  
 11 lowing:

12 “In the case of a dually employed employee, a railroad  
 13 carrier shall not be held responsible for violating this para-  
 14 graph because of the employee's work schedule for another  
 15 employer if none of the railroad carrier's managers, super-  
 16 visors, officers, and agents had actual knowledge of that  
 17 work schedule. For purposes of the preceding sentence, a  
 18 railroad carrier's managers, supervisors, officers, and  
 19 agents shall be considered to have actual knowledge of the  
 20 work schedules of the signal employees of its independent  
 21 contractors. A railroad carrier shall be held responsible for  
 22 the actions of its independent contractors in requiring or  
 23 allowing a signal employee to remain or go on duty.”.

24 (b) DETERMINING TIME ON DUTY.—Section  
 25 21104(b) is amended—

1           (1) in paragraph (2), by striking “the railroad  
2       carrier” and inserting “a railroad carrier or inde-  
3       pendent contractor”;

4           (2) in paragraph (3), by striking “, except that  
5       up to one hour of that time spent returning from the  
6       final trouble call of a period of continuous or broken  
7       service is time off duty”; and

8           (3) by inserting the following new paragraph at  
9       the end:

10          “(8) All time on duty for any railroad carrier  
11       or independent contractor shall be included.”.

12       (c) EMERGENCIES.—Section 21104(c) is amended by  
13   adding at the end the following: “In the case of a grade  
14   crossing at which a grade crossing protection device is con-  
15   tinuously operating or wholly nonoperational, a signal em-  
16   ployee may be allowed to remain or go on duty as provided  
17   under this subsection to prevent motorists from entering  
18   such grade crossing, but may not be allowed to remain  
19   or go on duty as provided under this subsection to repair  
20   or inspect the device. If a signal employee has not received  
21   8 or 10 consecutive hours off duty as required by sub-  
22   section (a)(2), and such employee is called to duty between  
23   12 midnight and 6 a.m., the employee in his sole judgment  
24   may refuse to go on duty if he feels too tired to perform  
25   the work safely.”.

1 (d) NOTICE ABOUT DUAL EMPLOYMENT.—Section  
2 21104 is amended by adding at the end the following new  
3 subsection:

4 “(d) NOTICE ABOUT DUAL EMPLOYMENT.—(1) Not  
5 later than January 31 each year, a railroad carrier shall  
6 inform in writing each signal employee engaged in install-  
7 ing, repairing, or maintaining signal systems for the rail-  
8 road carrier—

9 “(A) that all time spent performing aggregate  
10 duty for one or more railroad carriers and one or  
11 more independent contractors counts as time on  
12 duty under this section;

13 “(B) about the employee’s responsibilities under  
14 paragraph (2); and

15 “(C) about the penalties applicable under sec-  
16 tion 21303 to a failure to comply with paragraph (2)  
17 of this subsection.

18 “(2) A dually employed signal employee shall—

19 “(A) inform each of his or her railroad carrier  
20 and independent contractor employers in writing  
21 within 5 days after entering into an employment re-  
22 lationship with an additional railroad carrier or inde-  
23 pendent contractor; and

24 “(B) ensure that each of his or her railroad  
25 carrier and independent contractor employers is kept

1 informed about the employee's work schedule with  
2 each of the other employing railroad carriers and  
3 independent contractors.

4 “(3) A railroad carrier or independent contractor re-  
5 ceiving written notification of dual employment shall re-  
6 tain a copy of the notification for a period of two years  
7 after the termination of such dual employment status. A  
8 copy shall be made available to representatives of the Sec-  
9 retary of Transportation for inspection and copying during  
10 normal business hours at the railroad carrier's or inde-  
11 pendent contractor's system headquarters and at such  
12 subsystem headquarters as may be required by the Sec-  
13 retary by regulation.”.

14 **SEC. 104. LIMITATIONS ON DUTY HOURS OF DISPATCHING**  
15 **SERVICE EMPLOYEES AND POWER DIREC-**  
16 **TORS.**

17 (a) APPLICATION.—Section 21105(a) is amended by  
18 inserting “or power director” after “dispatching service  
19 employee”.

20 (b) GENERAL RULES.—Section 21105(b) is amend-  
21 ed—

22 (1) by striking “subsection (d)” and inserting  
23 “subsection (e)”;



1           (2) by inserting “by a railroad carrier or its  
2           managers, supervisors, officers, and agents” after  
3           “or allowed”; and

4           (3) by inserting after paragraph (2) the fol-  
5           lowing:

6           “In the case of a dually employed employee, a railroad  
7           carrier shall not be held responsible for violating this sub-  
8           section because of the employee’s work schedule for an-  
9           other employer if none of the railroad carrier’s managers,  
10          supervisors, officers, and agents had actual knowledge of  
11          that work schedule. For purposes of the preceding sen-  
12          tence, a railroad carrier’s managers, supervisors, officers,  
13          and agents shall be considered to have actual knowledge  
14          of the work schedules of the dispatching service employees  
15          of its independent contractors. A railroad carrier shall be  
16          held responsible for the actions of its independent contrac-  
17          tors in requiring or allowing a dispatching service em-  
18          ployee to remain or go on duty.”.

19          (c) REDESIGNATION.—Subsections (c) and (d) of sec-  
20          tion 21105 are redesignated as subsections (d) and (e),  
21          respectively.

22          (d) POWER DIRECTORS.—Section 21105 is amended  
23          by inserting after subsection (b) the following new sub-  
24          section:

1       “(c) POWER DIRECTORS.—A railroad carrier and its  
2 managers, supervisors, officers, and agents may not re-  
3 quire or allow a power director to remain or go on duty  
4 for more than a total of 12 hours during a 24-hour pe-  
5 riod.”.

6       (e) DETERMINING TIME ON DUTY.—Section  
7 21105(d), as so redesignated by subsection (c) of this sec-  
8 tion, is amended to read as follows:

9       “(d) DETERMINING TIME ON DUTY.—In determining  
10 under subsection (b) or (c) the time a dispatching service  
11 employee or power director is on or off duty, time spent  
12 performing any other service for one or more railroad car-  
13 riers or independent contractors (or a combination there-  
14 of) during a 24-hour period in which the employee is on  
15 duty in a tower, office, station, or other place is time on  
16 duty in that tower, office, station, or place, and counts  
17 toward the employee’s aggregate time on duty.”.

18       (f) NOTICE ABOUT DUAL EMPLOYMENT.—Section  
19 21105 is amended by adding at the end the following new  
20 subsection:

21       “(f) NOTICE ABOUT DUAL EMPLOYMENT.—(1) Not  
22 later than January 31 each year, a railroad carrier shall  
23 inform each of its dispatching service employees and power  
24 directors in writing—

1           “(A) that all time spent performing aggregate  
2           duty for one or more railroad carriers and one or  
3           more independent contractors counts as time on  
4           duty under this section;

5           “(B) about the employee’s responsibilities under  
6           paragraph (2); and

7           “(C) about the penalties applicable under sec-  
8           tion 21303 to a failure to comply with paragraph (2)  
9           of this subsection.

10          “(2) A dually employed dispatching service employee  
11          or power director shall—

12           “(A) inform each of his or her railroad carrier  
13           and independent contractor employers in writing  
14           within 5 days after entering into an employment re-  
15           lationship with an additional railroad carrier or inde-  
16           pendent contractor; and

17           “(B) ensure that each of his or her railroad  
18           carrier and independent contractor employers is kept  
19           informed about the employee’s work schedule with  
20           each of the other employing railroad carriers and  
21           independent contractors.

22          “(3) A railroad carrier or independent contractor re-  
23          ceiving written notification of dual employment shall re-  
24          tain a copy of the notification for a period of two years  
25          after the termination of such dual employment status. A

1 copy shall be made available to representatives of the Sec-  
 2 retary of Transportation for inspection and copying during  
 3 normal business hours at the railroad carrier's or inde-  
 4 pendent contractor's system headquarters and at such  
 5 subsystem headquarters as may be required by the Sec-  
 6 retary by regulation.”.

7 (g) TECHNICAL AMENDMENTS.—(1) The heading of  
 8 section 21105 is amended by inserting “**and power di-**  
 9 **rectors**” after “**service employees**”.

10 (2) The item in the table of sections of chapter 211  
 11 relating to section 21105 is amended by inserting “and  
 12 power directors” after “service employees”.

13 **SEC. 105. EMPLOYEE SLEEPING QUARTERS.**

14 Section 21106 is amended to read as follows:

15 “**§ 21106. Limitations on employee sleeping quarters**

16 “(a) GENERAL RULE.—A railroad carrier and its  
 17 managers, supervisors, officers, and agents may provide  
 18 sleeping quarters (including crew quarters, camp or bunk  
 19 cars, and trailers) for employees, including signal employ-  
 20 ees, and for any individuals employed to maintain the  
 21 right of way of a railroad carrier, only if the sleeping quar-  
 22 ters—

23 “(1) are clean, safe, and sanitary;

1           “(2) give those employees and other individuals  
2           an opportunity for rest free from the interruptions  
3           caused by noise; and

4           “(3) provide a separate bedroom for each em-  
5           ployee or other individual.

6           “(b) LOCATION.—Effective January 1, 2004, sleep-  
7           ing quarters referred to in subsection (a) shall not be lo-  
8           cated in an area or in the immediate vicinity of an area,  
9           as determined under regulations prescribed by the Sec-  
10          retary of Transportation, in which railroad switching or  
11          humping operations are performed.

12          “(c) MAXIMUM NOISE LEVELS.—The Secretary, in  
13          prescribing regulations under this section, shall set max-  
14          imum noise levels which may be experienced in sleeping  
15          quarters. Such levels shall be based in part on single event  
16          noise levels.”.

17          **SEC. 106. FATIGUE MANAGEMENT PLANS.**

18          (a) AMENDMENT.—Chapter 211 is amended by add-  
19          ing at the end the following new section:

20          **“§ 21109. Fatigue management plans**

21          “(a) PLAN SUBMISSION.—

22                 “(1) REQUIREMENT.—(A) Each Class I and  
23          Class II railroad carrier, each railroad carrier pro-  
24          viding intercity rail passenger transportation (as  
25          such term is defined in section 24102), and each

1 railroad carrier providing commuter rail passenger  
2 transportation (as such term is defined in section  
3 24102), shall submit to the Secretary of Transpor-  
4 tation a fatigue management plan that is designed  
5 to reduce the fatigue experienced by railroad employ-  
6 ees employed by the railroad carrier or its inde-  
7 pendent contractors and to reduce the likelihood of  
8 accidents and injuries caused by fatigue. The plan  
9 shall address safety effects of fatigue on all employ-  
10 ees, including employees not covered by this chapter.  
11 The plan shall be submitted not later than 1 year  
12 after the date of the enactment of this section, or  
13 not later than 45 days prior to commencing oper-  
14 ations, whichever is later.

15 “(B) In the interest of railroad safety, addi-  
16 tional categories or classes of railroad carriers may  
17 be required to submit a fatigue management plan, as  
18 determined under regulations prescribed by the Sec-  
19 retary.

20 “(C) The Secretary may require resubmission  
21 or revision of a fatigue management plan at any  
22 time.

23 “(2) CONTENTS OF PLAN.—The fatigue man-  
24 agement plan shall—

25 “(A) include the railroad carrier’s—

1 “(i) reasons for deciding whether to  
2 include or not include each element de-  
3 scribed in subsection (b)(2) and (3) in the  
4 fatigue management plan; and

5 “(ii) analysis supporting each element  
6 included in the plan;

7 “(B) describe how every condition on the  
8 railroad carrier’s property, and every type of  
9 employee, that is likely to be affected by fatigue  
10 is addressed in the plan; and

11 “(C) include the name, title, address, and  
12 telephone number of the primary person to be  
13 contacted with regard to review of the plan.

14 “(3) APPROVAL.—(A) The Secretary shall re-  
15 view each proposed plan and proposed amendment  
16 to a plan and approve or disapprove such plan or  
17 amendment based on whether the requirements of  
18 this section are sufficiently and appropriately ad-  
19 dressed and the proposals are adequately justified in  
20 the plan or amendment.

21 “(B) If the proposed plan or amendment to the  
22 plan is not approved, the Secretary shall notify the  
23 affected railroad carrier as to the specific points in  
24 which the proposed plan or amendment to the plan  
25 is deficient, and the railroad carrier shall correct all

1 deficiencies within 30 days following receipt of writ-  
2 ten notice from the Secretary. If a railroad carrier  
3 does not submit a plan (or, when directed by the  
4 Secretary, an amended plan), or if a railroad car-  
5 rier's amended plan is not approved by the Sec-  
6 retary, the Secretary shall prescribe a fatigue man-  
7 agement plan for the railroad carrier.

8 “(4) AMENDMENTS.—Each affected railroad  
9 carrier shall file any proposed amendment to its plan  
10 with the Secretary not later than 60 days prior to  
11 the proposed effective date of the amendment.

12 “(5) EMPLOYEE PARTICIPATION.—(A) Each af-  
13 fected railroad carrier shall consult with, and employ  
14 good faith and use its best efforts to reach agree-  
15 ment by consensus with, all of its directly affected  
16 employee groups on the contents of the fatigue man-  
17 agement plan and amendments to the plan, and, ex-  
18 cept as provided in subparagraph (C), shall jointly  
19 with such groups submit the plan and each amend-  
20 ment to the plan to the Secretary.

21 “(B) In the event that labor organizations rep-  
22 resent classes or crafts of directly affected employees  
23 of the railroad carrier, the railroad carrier shall con-  
24 sult with these organizations in drafting the plan  
25 and amendments to the plan. The Secretary may



1 provide assistance to such parties in the drafting of  
2 the plan and amendments to the plan.

3 “(C) If the railroad carrier and its directly af-  
4 fected employees (including any labor organization  
5 representing a class or craft of directly affected em-  
6 ployees of the railroad carrier) cannot reach con-  
7 sensus on the proposed contents of the plan or an  
8 amendment to the plan, then—

9 “(i) the railroad carrier shall file the plan  
10 or amendment with the Secretary; and

11 “(ii) directly affected employees and labor  
12 organizations representing a class or craft of di-  
13 rectly affected employees may, at their option,  
14 file a statement with the Secretary explaining  
15 their views on the plan or amendment on which  
16 consensus was not reached.

17 “(b) ELEMENTS OF THE FATIGUE MANAGEMENT  
18 PLAN.—

19 “(1) CONSIDERATION OF VARYING CIR-  
20 CUMSTANCES.—Each plan filed with the Secretary  
21 under the procedures of subsection (a) shall take  
22 into account the varying circumstances of operations  
23 by the railroad carrier on different parts of its sys-  
24 tem, and shall prescribe appropriate fatigue counter-  
25 measures to address those varying circumstances.

1           “(2) ISSUES AFFECTING ALL EMPLOYEES.—

2           With respect to all directly affected employees, in-  
3           cluding scheduled employees and nonscheduled em-  
4           ployees, the railroad carrier shall consider the need  
5           to include in its fatigue management plan elements  
6           addressing each of the following issues:

7                   “(A) Education and training on the phys-  
8                   iological and psychological factors that affect  
9                   fatigue, as well as strategies to counter fatigue,  
10                  based on current and evolving scientific and  
11                  medical research and literature.

12                  “(B) Opportunities for identification, diag-  
13                  nosis, and treatment of sleep disorders, includ-  
14                  ing—

15                          “(i) screenings as part of required  
16                          physical examinations;

17                          “(ii) questionnaires to identify em-  
18                          ployees at risk; and

19                          “(iii) home screening of employees,  
20                  with the results thereof assessed by physicians  
21                  with a specialization in sleep disorders.

22                  “(C) Effects on employee fatigue of emer-  
23                  gency response involving both short-term emer-  
24                  gency situations, including derailments, and

1 long-term emergency situations, including nat-  
2 ural disasters.

3 “(D) Scheduling practices involving train  
4 lineups and calling times, including work/rest  
5 cycles for shift workers and on-call employees  
6 that permit employees to compensate for cumu-  
7 lative sleep loss by guaranteeing a minimum  
8 number of consecutive days off (exclusive of  
9 time off due to illness or injury).

10 “(E) Minimizing the incidence of fatigue  
11 due to rotating shifts.

12 “(F) The effects of staffing levels and  
13 workloads on fatigue.

14 “(G) Alertness strategies, such as policies  
15 on napping, to address acute sleepiness and fa-  
16 tigue while an employee is on duty.

17 “(H) Opportunities to obtain restful sleep  
18 at lodging facilities, including sleeping quarters  
19 provided by the railroad carrier.

20 “(I) In connection with the scheduling of a  
21 duty call, increasing the number of consecutive  
22 hours of rest off duty, during which an em-  
23 ployee receives no communication from the em-  
24 ploying railroad carrier or its managers, super-  
25 visors, officers, or agents.

1           “(J) Avoiding abrupt changes in rest cy-  
2           cles for employees returning to duty after an  
3           extended absence due to circumstances such as  
4           illness, injury, or vacation.

5           “(3) ISSUES AFFECTING NONSCHEDULED EM-  
6           PLOYEES.—With respect only to nonscheduled em-  
7           ployees, the railroad carrier shall consider the need  
8           to include in its fatigue management plan elements  
9           addressing each of the following issues:

10           “(A) Lengthening the notice provided to  
11           an employee of the time to report for duty.

12           “(B) Work/rest cycles that guarantee a  
13           greater minimum number of consecutive days  
14           off than is afforded to scheduled employees (ex-  
15           clusive of time off due to illness or injury).

16           “(c) WAIVER.—

17           “(1) PETITION.—A railroad carrier and all  
18           labor organizations representing any class or craft of  
19           directly affected employees of the railroad carrier  
20           may jointly request, as part of a proposed fatigue  
21           management plan, the waiver of any provisions of  
22           this chapter. The Secretary shall publish any peti-  
23           tion for such a waiver in the Federal Register and  
24           shall provide all parties an opportunity to comment  
25           on the petition. The Secretary shall also, on the re-

1       quest of any interested party, conduct a hearing on  
2       the petition.

3               “(2) AUTHORITY TO WAIVE.—The Secretary is  
4       authorized to waive any provision of this chapter  
5       pursuant to a request under paragraph (1) or para-  
6       graph (3) if the petition demonstrates to the Sec-  
7       retary’s satisfaction that—

8               “(A) the waiver permits procedures that  
9       are essential to achieving the objectives of re-  
10      ducing fatigue and enhancing safety, which  
11      would not be lawful without the waiver; and

12              “(B) the plan effectively protects the safe-  
13      ty interest addressed by the provision to be  
14      waived.

15              “(3) WHEN EMPLOYEES ARE NOT REP-  
16      RESENTED BY LABOR ORGANIZATIONS.—In the  
17      event that labor organizations do not represent  
18      classes or crafts of directly affected employees of a  
19      railroad carrier, the railroad carrier may, after con-  
20      sulting with all of its directly affected employees or  
21      employee groups in drafting the waiver request, re-  
22      quest the waiver of any provisions of this chapter,  
23      subject to the same conditions and procedures as a  
24      request made under paragraph (1).

25              “(d) COMPLIANCE AND ENFORCEMENT.—

1           “(1) COMPLIANCE REQUIREMENT.—Effective  
2       upon approval or prescription of a fatigue manage-  
3       ment plan and amendments thereto under this sec-  
4       tion, compliance with that fatigue management plan  
5       and those amendments becomes mandatory and en-  
6       forceable by the Secretary.

7           “(2) EFFECTIVE DATE.—A fatigue manage-  
8       ment plan may include effective dates later than the  
9       date of approval of the plan, and may include dif-  
10      ferent effective dates for different parts of the plan.

11          “(3) AUDITS.—To enforce this section, the Sec-  
12      retary may conduct inspections and periodic audits  
13      of a railroad carrier’s compliance with its fatigue  
14      management plan.

15          “(e) DEFINITIONS.—For purposes of this section—

16              “(1) the term ‘directly affected employees’  
17      means employees, including employees of an inde-  
18      pendent contractor, to whose hours of service the  
19      terms of a fatigue management plan specifically  
20      apply;

21              “(2) the term ‘interested party’ includes a labor  
22      organization representing employees of a railroad  
23      carrier performing work similar to the work per-  
24      formed by the directly affected employees (who are  
25      not members of a labor organization) of another

1 railroad carrier requesting a waiver under subsection  
2 (c);

3 “(3) the term ‘nonscheduled employee’ means  
4 an employee that is not a scheduled employee; and

5 “(4) the term ‘scheduled employee’ means an  
6 employee who is assigned to work a tour of duty  
7 with a regular and predictable starting and stopping  
8 time.”.

9 (b) TABLE OF SECTIONS AMENDMENT.—The table of  
10 sections for chapter 211 is amended by adding at the end  
11 the following new item:

“21109. Fatigue management plans.”.

12 **SEC. 107. CONFORMING AMENDMENTS.**

13 (a) Section 21102(a)(4) is amended by striking “offi-  
14 cer or agent” and inserting “manager, supervisor, officer,  
15 or agent”.

16 (b) Section 21303(a)(1) is amended by inserting “or  
17 21109” after “section 21108”.

18 (c) Section 21303(c) is amended by striking “officers  
19 and agents” and inserting “managers, supervisors, offi-  
20 cers, agents, and independent contractors”.

21 **SEC. 108. LIMITATIONS ON DUTY HOURS OF TRANSPORT**  
22 **VEHICLE DRIVERS.**

23 (a) AMENDMENT.—Chapter 211 is amended by add-  
24 ing at the end the following new section:

1 **“§ 21110. Limitations on duty hours of transport vehi-**  
 2 **cle drivers**

3 “(a) GENERAL.—Except as provided in subsection (c)  
 4 of this section, a railroad carrier and its managers, super-  
 5 visors, officers, and agents may not require or allow a  
 6 transport vehicle driver to remain or go on duty—

7 “(1) unless that transport vehicle driver has  
 8 had at least 8 consecutive hours off duty, during  
 9 which the transport vehicle driver receives no com-  
 10 munication from such employing railroad carrier or  
 11 its managers, supervisors, officers, and agents, dur-  
 12 ing the prior 24 hours;

13 “(2) for a period in excess of 10 consecutive  
 14 hours;

15 “(3) unless that transport vehicle driver has re-  
 16 ceived notice at least 8 hours before going on duty;  
 17 and

18 “(4) unless that transport vehicle driver has  
 19 had at least one period of at least 24 consecutive  
 20 hours off duty in the past 7 days.

21 In the case of a dually employed transport vehicle driver,  
 22 a railroad carrier shall not be held responsible for violating  
 23 this subsection because of the transport vehicle driver’s  
 24 work schedule for another employer if none of the railroad  
 25 carrier’s managers, supervisors, officers, and agents had  
 26 actual knowledge of that work schedule. For purposes of



1 the preceding sentence, a railroad carrier’s managers, su-  
2 pervisors, officers, and agents shall be considered to have  
3 actual knowledge of the work schedules of the transport  
4 vehicle driver employees of its independent contractors. A  
5 railroad carrier shall be held responsible for the actions  
6 of its independent contractors in requiring or allowing a  
7 transport vehicle driver to remain or go on duty.

8 “(b) DETERMINING TIME ON DUTY.—In determining  
9 under subsection (a) of this section the time a transport  
10 vehicle driver is on or off duty, the following rules apply:

11 “(1) Time on duty begins when the transport  
12 vehicle driver reports for duty and ends when the  
13 transport vehicle driver is finally released from duty.

14 “(2) Time when the transport vehicle driver is  
15 engaged in or connected with the movement of a  
16 transport motor vehicle is time on duty, even when  
17 such vehicle is not actually transporting employees  
18 of a railroad carrier or its independent contractor.

19 “(3) Time spent performing any other service  
20 for a railroad carrier or for an independent con-  
21 tractor for the benefit of a railroad carrier during a  
22 24-hour period in which the transport vehicle driver  
23 is engaged in or connected with the movement of a  
24 transport motor vehicle is time on duty.

1       “(c) EMERGENCIES.—A transport vehicle driver, who  
2 encounters an emergency and cannot, because of that  
3 emergency, safely complete a transportation assignment  
4 within the 10-hour maximum driving time permitted by  
5 subsection (a)(2), may drive and be permitted or required  
6 to drive a transport motor vehicle for not more than 2  
7 additional hours in order to complete that transportation  
8 assignment or to reach a place offering safety for the occu-  
9 pants of the transport motor vehicle and security for the  
10 transport motor vehicle, if such transportation assignment  
11 reasonably could have been completed within such 10-hour  
12 period absent the emergency. A railroad carrier shall exer-  
13 cise due diligence to avoid or limit excess service even in  
14 the event of an emergency.

15       “(d) NOTICE ABOUT DUAL EMPLOYMENT.—(1) Not  
16 later than January 31 each year, a railroad carrier shall  
17 inform each of its transport vehicle drivers in writing—

18               “(A) that all time spent performing aggregate  
19 duty for one or more railroad carriers and one or  
20 more independent contractors counts as time on  
21 duty under this section;

22               “(B) about the transport vehicle driver’s re-  
23 sponsibilities under paragraph (2); and

1           “(C) about the penalties applicable under sec-  
2           tion 21303 to a failure to comply with paragraph (2)  
3           of this subsection.

4           “(2) A dually employed transport vehicle driver  
5 shall—

6           “(A) inform each of his or her railroad carrier  
7           and independent contractor employers in writing  
8           within 5 days after entering into an employment re-  
9           lationship with an additional railroad carrier or inde-  
10          pendent contractor; and

11          “(B) ensure that each of his or her railroad  
12          carrier and independent contractor employers is kept  
13          informed about the transport vehicle driver’s work  
14          schedule with each of the other employing railroad  
15          carriers and independent contractors.

16          “(3) A railroad carrier or independent contractor re-  
17          ceiving written notification of dual employment shall re-  
18          tain a copy of the notification for a period of two years  
19          after the termination of such dual employment status. A  
20          copy shall be made available to representatives of the Sec-  
21          retary of Transportation for inspection and copying during  
22          normal business hours at the railroad carrier’s or inde-  
23          pendent contractor’s system headquarters and at such  
24          subsystem headquarters as may be required by the Sec-  
25          retary by regulation.”.

1 (b) TABLE OF SECTIONS AMENDMENT.—The table of  
 2 sections for chapter 211 is amended by adding after the  
 3 item relating to section 21109 the following new item:

“21110. Limitations on duty hours of transport vehicle drivers.”.

4 **SEC. 109. ELECTRONIC RECORDKEEPING.**

5 (a) AMENDMENT.—Chapter 211 is amended by add-  
 6 ing at the end the following new section:

7 **“§ 21111. Electronic recordkeeping**

8 “In rules or waivers issued under this part con-  
 9 cerning recordkeeping related to compliance with this  
 10 chapter, the Secretary of Transportation shall, where ap-  
 11 propriate, permit that records be made, maintained, or  
 12 submitted by electronic means. The Secretary shall ensure  
 13 that railroad carriers making, maintaining, or submitting  
 14 such records by electronic means—

15 “(1) provide adequate training to their employ-  
 16 ees on how to use those electronic means; and

17 “(2) establish appropriate safeguards to ensure  
 18 data integrity.”.

19 (b) TABLE OF SECTIONS AMENDMENT.—The table of  
 20 sections for chapter 211 is amended by adding after the  
 21 item relating to 21110 the following new item:

“21111. Electronic recordkeeping.”.

1 **SEC. 110. SPLIT SHIFTS.**

2 Section 21103, as amended by section 102 of this  
3 Act, is further amended by adding at the end the following  
4 new subsection:

5 “(e) SPLIT SHIFTS.—(1) A railroad carrier and its  
6 managers, supervisors, officers, and agents may require  
7 a train employee to work a split shift only if the split shift  
8 begins between 12:01 a.m. and 11:59 a.m. and ends before  
9 2:00 a.m. on the day following the day on which the shift  
10 begins.

11 “(2) For purposes of this subsection, the term ‘split  
12 shift’ means a tour of duty in which an employee, having  
13 just completed a rest period of at least 8 hours, reports  
14 for duty, works an initial work period, has an interim pe-  
15 riod for rest of at least 4 hours but less than 8 hours  
16 at the employee’s designated terminal, and then works one  
17 or more additional work periods before being released for  
18 a rest period of at least 8 hours.

19 “(3) For railroad carriers providing commuter rail  
20 passenger transportation, as defined in section 24102 of  
21 this title, and with respect to train employees engaged in  
22 such transportation, this subsection shall take effect 90  
23 days after the date of the enactment of the Railroad Safe-  
24 ty Reform Act of 2003. For railroad carriers other than  
25 those providing such commuter rail passenger transpor-  
26 tation, and for train employees engaged in other forms of

1 railroad transportation, this subsection shall take effect 2  
 2 years after the date of the enactment of the Railroad Safe-  
 3 ty Reform Act of 2003.”.

4 **SEC. 111. ROTATING SHIFTS.**

5 (a) AMENDMENT.—Chapter 211 is amended by add-  
 6 ing at the end the following new section:

7 **“§ 21112. Rotating shifts**

8 “(a) GENERAL RULE.—Except as provided in sec-  
 9 tions 21103(c), 21104(c), and 21105(e), a railroad carrier  
 10 and its managers, supervisors, officers, and agents may  
 11 not require or allow an employee to report for duty to  
 12 begin an 8-hour shift which begins at a time that is more  
 13 than 4 hours earlier or more than 6 hours later than the  
 14 time of day when that employee, within the previous 72  
 15 hours, began a prior 8-hour shift.

16 “(b) DETERMINING TIME ON DUTY.—For purposes  
 17 of this section, the rules for determining time on duty stat-  
 18 ed in sections 21103(b), 21104(b), and 21105(d), as ap-  
 19 propriate, shall apply.

20 “(c) STUDY.—Not later than 2 years after the date  
 21 of the enactment of the Railroad Safety Reform Act of  
 22 2003, the Secretary of Transportation shall transmit to  
 23 the Congress the results of a study of—

24 “(1) the effect of rotating shifts on employee  
 25 fatigue; and

1           “(2) alternative methods of preventing fatigue  
2           due to rotating shifts.

3 Such report may include proposals for revisions to this  
4 chapter.

5           “(d) DEFINITION.—For purposes of this section, the  
6 term ‘8-hour shift’ means a period during which an em-  
7 ployee is on duty for 8 consecutive hours or longer.”.

8           (b) CONFORMING AMENDMENT.—The table of sec-  
9 tions for chapter 211 is amended by adding at the end  
10 the following new item:

“21112. Rotating shifts.”.

11 **SEC. 112. RECOMMENDATIONS ON HOURS OF SERVICE**  
12 **CHANGES.**

13           The Railroad Safety Advisory Committee shall con-  
14 vene a working group to consider what legislative changes  
15 might be appropriate to chapter 211 of title 49, United  
16 States Code, relating to hours of service. Not later than  
17 9 months after the date of the enactment of this Act, the  
18 Advisory Committee shall report to the Administrator of  
19 the Federal Railroad Administration on whether it has  
20 reached consensus on any recommended changes, and if  
21 so what they are. The Administrator shall transmit the  
22 recommendations of the Advisory Committee to the Con-  
23 gress. If the Advisory Committee has not reached con-  
24 sensus on any recommendations, the Administrator shall,  
25 not later than 6 months after receiving the report of the

1 Advisory Committee, transmit to the Congress the Admin-  
2 istrator’s recommendations for appropriate legislative  
3 changes to such chapter 211.

## 4       **TITLE II—PROTECTION OF** 5       **EMPLOYEES AND WITNESSES**

### 6       **SEC. 201. EXPANSION OF EMPLOYEE PROTECTIONS.**

7       (a) PROTECTED ACTIONS.—Section 20109(a) is  
8 amended to read as follows:

9       “(a) PROTECTED ACTIONS.—A railroad carrier en-  
10 gaged in interstate or foreign commerce, and an officer  
11 or employee of such a railroad carrier, shall not by threat,  
12 intimidation, or otherwise attempt to prevent an employee  
13 from, or discharge, discipline, or in any way discriminate  
14 against an employee for—

15               “(1) filing a complaint or bringing or causing  
16 to be brought a proceeding related to the enforce-  
17 ment of this part or, as applicable to railroad safety,  
18 chapter 51 or 57 of this title;

19               “(2) testifying in a proceeding described in  
20 paragraph (1);

21               “(3) notifying, or attempting to notify, the rail-  
22 road carrier of a work-related personal injury or  
23 work-related illness of an employee;



1           “(4) cooperating with a safety investigation by  
2       the Secretary of Transportation or the National  
3       Transportation Safety Board;

4           “(5) furnishing information to the Secretary of  
5       Transportation, the National Transportation Safety  
6       Board, or any other public official as to the facts re-  
7       lating to any accident or incident resulting in injury  
8       or death to an individual or damage to property oc-  
9       curring in connection with railroad transportation;  
10      or

11           “(6) accurately reporting hours of duty or dual  
12      employment status pursuant to chapter 211.”.

13      (b) HAZARDOUS CONDITIONS.—Section 20109(b) is  
14      amended to read as follows:

15      “(b) HAZARDOUS CONDITIONS.—(1) A railroad car-  
16      rier engaged in interstate or foreign commerce, and an of-  
17      ficer or employee of such a railroad carrier, shall not by  
18      threat, intimidation, or otherwise attempt to prevent an  
19      employee from, or discharge, discipline, or in any way dis-  
20      criminate against an employee for—

21           “(A) reporting a hazardous condition;

22           “(B) refusing to work when confronted by a  
23      hazardous condition related to the performance of  
24      the employee’s duties, if the conditions described in  
25      paragraph (2) exist; or

1           “(C) refusing to authorize the use of any safe-  
2       ty-related equipment, track, or structures, if the em-  
3       ployee is responsible for the inspection or repair of  
4       the equipment, track, or structures, when the em-  
5       ployee believes that the equipment, track, or struc-  
6       tures are in a hazardous condition, if the conditions  
7       described in paragraph (2) exist.

8       “(2) A refusal is protected under paragraph (1)(B)  
9   and (C) if—

10           “(A) the refusal is made in good faith and no  
11       reasonable alternative to the refusal is available to  
12       the employee;

13           “(B) the employee reasonably concludes that—

14               “(i) the hazardous condition presents an  
15       imminent danger of death or serious injury; and

16               “(ii) the urgency of the situation does not  
17       allow sufficient time to eliminate the danger  
18       without such refusal; and

19           “(C) the employee, where possible, has notified  
20       the carrier of the existence of the hazardous condi-  
21       tion and the intention not to perform further work,  
22       or not to authorize the use of the hazardous equip-  
23       ment, track, or structures, unless the condition is  
24       corrected immediately.

1       “(3) This subsection does not apply to security per-  
 2       sonnel employed by a railroad carrier to protect individ-  
 3       uals and property transported by railroad.”.

4       (c) ENFORCEMENT AND DISPUTE RESOLUTION.—  
 5       Section 20109(c) is amended—

6               (1) by striking “DISPUTE RESOLUTION.—A  
 7       dispute” and inserting “ENFORCEMENT AND DIS-  
 8       PUTE RESOLUTION.—(1) The Secretary of Trans-  
 9       portation may enforce this section under section  
 10       20111, the Attorney General may enforce this sec-  
 11       tion under section 20112, and the States may en-  
 12       force this section under section 20113.

13       “(2) Any employee aggrieved by a violation of sub-  
 14       section (a) or (b) may in a civil action obtain appropriate  
 15       relief.

16       “(3) A dispute”;

17               (2) by striking “180 days after it is filed” and  
 18       inserting “60 days after it is filed if the violation is  
 19       a form of discrimination that involves discharge, sus-  
 20       pension, or another action affecting pay, and 180  
 21       days after the dispute, grievance, or claim is filed if  
 22       the violation is a form of discrimination that does  
 23       not involve discharge, suspension, or another action  
 24       affecting pay”;

1           (3) by striking the last sentence and inserting  
2           the following: “If the employee has been found by  
3           the Board, division, delegate, or board of adjustment  
4           to have been discharged, suspended, or otherwise  
5           discriminated against in violation of subsection (a)  
6           or (b) of this section, the employee shall be made  
7           whole, including reinstatement, with an award of  
8           back pay, and with all benefits and accumulated se-  
9           niority. The employee may also be awarded punitive  
10          damages sufficient to deter the railroad carrier from  
11          such conduct in the future.”; and

12          (4) by adding at the end the following new  
13          paragraph:

14          “(4) An employee may not seek relief under both  
15          paragraph (2) and paragraph (3) with respect to the same  
16          violation.”.

17          (d) PENALTIES.—

18               (1) CIVIL PENALTIES.—Section 21302(a)(1) is  
19               amended by striking “a regulation prescribed or  
20               order issued under chapter 201 of this title” and in-  
21               serting “chapter 201 of this title, or a regulation  
22               prescribed or order issued under chapter 201,”.

23               (2) CRIMINAL PENALTIES.—Section 21311(a) is  
24               amended—

1 (A) by striking “or” at the end of para-  
 2 graph (4);

3 (B) by striking the period at the end of  
 4 paragraph (5) and inserting “; or”; and

5 (C) by adding at the end the following new  
 6 paragraph:

7 “(6) violates section 20109.”.

8 (e) EXCLUSION FROM EMPLOYMENT.—

9 (1) AMENDMENT.—Chapter 213 is amended by  
 10 adding at the end the following new subchapter:

11 “SUBCHAPTER III—EXCLUSION FROM  
 12 EMPLOYMENT

13 “§ 21321. **Exclusion from employment**

14 “(a) EXCLUSION FROM EMPLOYMENT.—The Sec-  
 15 retary of Transportation may, in order to preserve railroad  
 16 safety and protect safety-critical railroad employees from  
 17 harassment and intimidation, issue an order excluding  
 18 from employment by a railroad carrier as a safety-critical  
 19 employee, including employment as a supervisor of a safe-  
 20 ty-critical employee, any individual—

21 “(1) who has violated section 20109 of this title  
 22 or who has harassed or intimidated a railroad em-  
 23 ployee with the intent of discouraging that employee  
 24 from reporting—

25 “(A) a reportable accident or injury; or

1           “(B) track, equipment, or operating prac-  
2           tices that violate the standards promulgated by  
3           the Secretary pursuant to this part; and

4           “(2) who has demonstrated personal dishonesty  
5           or willful or continuing disregard for railroad safety  
6           or the integrity or accuracy of railroad safety report-  
7           ing requirements under section 20901 of this title.

8           “(b) OPPORTUNITY FOR HEARING.—An order under  
9           subsection (a) may be issued only after the individual who  
10          is the subject of the proposed order is given notice of the  
11          reasons for the proposed order and an opportunity for a  
12          hearing.

13          “(c) DURATION.—An order under subsection (a) shall  
14          be of indefinite duration. Not less than 1 year after the  
15          issuance of such an order, an individual subject to such  
16          an order may petition the Secretary for the rescission of  
17          the order. The Secretary may grant such a petition if the  
18          Secretary finds that employment by a railroad carrier of  
19          the individual who was the subject of the order is not likely  
20          to result in a reduction in railroad safety or in an in-  
21          creased likelihood of harassment and intimidation of safe-  
22          ty-critical railroad employees.”.

23          (2) TABLE OF SECTIONS AMENDMENT.—The  
24          table of sections of part A of subtitle V is amended  
25          by adding at the end the following:

## “SUBCHAPTER III—EXCLUSION FROM EMPLOYMENT

“21321. Exclusion from employment.”.

1           (3) CONFORMING AMENDMENTS.—(A) The  
2 heading of chapter 213 is amended by inserting  
3 “**AND REMEDIES**” after “**PENALTIES**”.

4           (B) The item relating to chapter 213 in the  
5 table of chapters of subtitle V is amended by insert-  
6 ing “AND REMEDIES” after “PENALTIES”.

7 **SEC. 202. EMPLOYEE REPORTS.**

8 Section 20901(a) is amended—

9           (1) by striking “the carrier’s operations” and  
10 inserting in lieu thereof “the operations of the car-  
11 rier or of any contractor to the carrier working on  
12 the carrier’s property or operating the carrier’s  
13 equipment”; and

14           (2) by inserting “The report shall also include  
15 copies of any written safety-related complaint or re-  
16 port filed with the carrier by an employee or con-  
17 tractor during the month, whether or not the com-  
18 plaint or report relates to a reported accident or in-  
19 cident.” after “contributed to the accident or inci-  
20 dent.”.

21 **SEC. 203. AUDITS OF REPORTING.**

22 Section 20901 is amended by adding at the end the  
23 following new subsection:

1       “(c) AUDITS.—A railroad carrier shall at least annu-  
 2 ally have an audit conducted of the process by which it  
 3 reports accidents and incidents pursuant to subsection (a).  
 4 The audit shall determine whether the reporting process  
 5 is substantially accurate as to the numbers and severity  
 6 of accidents and incidents. The audit shall be conducted  
 7 by an independent auditor approved by the Secretary.”.

8       **SEC. 204. INTERFERING WITH OR HAMPERING SAFETY IN-**  
 9                               **VESTIGATIONS.**

10       (a) AMENDMENT.—Subchapter II of chapter 213 is  
 11 amended by adding at the end the following new section:

12       **“§ 21312. Interfering with or hampering safety inves-**  
 13                               **tigations**

14       “(a) IN GENERAL.—It shall be unlawful for any per-  
 15 son knowingly to interfere with, obstruct, or hamper an  
 16 investigation by the Secretary of Transportation con-  
 17 ducted under section 20703 or 20902 of this title, or a  
 18 railroad investigation by the National Transportation  
 19 Safety Board under chapter 11 of this title.

20       “(b) INTIMIDATION AND HARASSMENT.—It shall be  
 21 unlawful for any person, with regard to an investigation  
 22 conducted by the Secretary under section 20703 or 20902  
 23 of this title, or a railroad investigation by the National  
 24 Transportation Safety Board under chapter 11 of this  
 25 title, knowingly or intentionally to use intimidation, har-



1 assessment, threats, or physical force toward another person,  
2 or corruptly persuade another person, or attempt to do  
3 so, or engage in misleading conduct toward another per-  
4 son, with the intent or effect of—

5           “(1) influencing the testimony or statement of  
6       any person;

7           “(2) hindering, delaying, preventing, or dis-  
8       suading any person from—

9           “(A) attending a proceeding or interview  
10       with, testifying before, or providing a written  
11       statement to, a National Transportation Safety  
12       Board railroad investigator, a Federal railroad  
13       safety inspector or State railroad safety inspec-  
14       tor, or their superiors;

15           “(B) communicating or reporting to a Na-  
16       tional Transportation Safety Board railroad in-  
17       vestigator, a Federal railroad safety inspector,  
18       or a State railroad safety inspector, or their su-  
19       periors, information relating to the commission  
20       or possible commission of one or more violations  
21       of this part or of chapter 51 of this title; or

22           “(C) recommending or using any legal  
23       remedy available to the Secretary under this  
24       title; or

25           “(3) causing or inducing any person to—

1           “(A) withhold testimony, or a statement,  
2           record, document, or other object, from the in-  
3           vestigation;

4           “(B) alter, destroy, mutilate, or conceal a  
5           statement, record, document, or other object  
6           with intent to impair the integrity or avail-  
7           ability of the statement, record, document, or  
8           other object for use in the investigation;

9           “(C) evade legal process summoning that  
10          person to appear as a witness, or to produce a  
11          statement, record, document, or other object, in  
12          the investigation; or

13          “(D) be absent from an investigation to  
14          which such person has been summoned by legal  
15          process.

16          “(c) ELEMENTS OF VIOLATION.—(1) For the pur-  
17          poses of this section, the testimony or statement, or the  
18          record, document, or other object, need not be admissible  
19          in evidence or free from a claim of privilege.

20          “(2) In a prosecution for an offense under this sec-  
21          tion, no state of mind need be proved with respect to the  
22          circumstance that the investigation is being conducted by  
23          the Secretary under section 20703 or 20902 of this title  
24          or by the National Transportation Safety Board under  
25          chapter 11 of this title.

1 “(d) CRIMINAL PENALTIES.—A person violating this  
 2 section shall be fined under title 18, imprisoned for not  
 3 more than two years, or both.”.

4 (b) TABLE OF SECTIONS AMENDMENT.—The table of  
 5 sections of subchapter II of chapter 213 is amended by  
 6 adding at the end the following new item:

“21312. Interfering with or hampering safety investigations.”.

## 7 **TITLE III—GRADE CROSSING** 8 **SAFETY**

### 9 **SEC. 301. TOLL-FREE NUMBER TO REPORT GRADE CROSS-** 10 **ING PROBLEMS.**

11 Section 20152 is amended to read as follows:

#### 12 **“§ 20152. Emergency notification of grade crossing** 13 **problems**

14 “By January 1, 2005, each railroad carrier shall—

15 “(1) establish and maintain a toll-free telephone  
 16 service, for rights-of-way over which it dispatches  
 17 trains, to directly receive calls reporting—

18 “(A) malfunctions of signals, crossing  
 19 gates, and other devices to promote safety at  
 20 the grade crossing of railroad tracks on those  
 21 rights-of-way and public or private roads; and

22 “(B) disabled vehicles blocking railroad  
 23 tracks at such grade crossings;

24 “(2) upon receiving a report of a malfunction or  
 25 disabled vehicle pursuant to paragraph (1), imme-

1       diately contact trains operating near the grade  
2       crossing to warn them of the malfunction or disabled  
3       vehicle;

4           “(3) upon receiving a report of a malfunction or  
5       disabled vehicle pursuant to paragraph (1), and  
6       after contacting trains pursuant to paragraph (2),  
7       contact appropriate public safety officials having ju-  
8       risdiction over the grade crossing to provide them  
9       with the information necessary for them to direct  
10      traffic, assist in the removal of the disabled vehicle,  
11      or carry out other activities appropriate to respond-  
12      ing to the hazardous circumstance; and

13          “(4) ensure the placement at each grade cross-  
14      ing on rights-of-way that it owns of appropriately lo-  
15      cated signs, on which shall appear—

16           “(A) a toll-free telephone number to be  
17           used for placing calls described in paragraph  
18           (1) to the railroad carrier dispatching trains on  
19           that right-of-way;

20           “(B) an explanation of the purpose of that  
21           toll-free number as described in paragraph (1);

22           “(C) the grade crossing number assigned  
23           for that crossing by the National Highway-Rail  
24           Crossing Inventory established by the Depart-

1           ment of Transportation and the Association of  
2           American Railroads; and

3           “(D) a statement that reporting a disabled  
4           vehicle blocking the railroad tracks should be  
5           done immediately, before any attempt is made  
6           to remove the vehicle from the tracks.

7   The Secretary of Transportation shall implement this sec-  
8   tion through appropriate regulations.”.

9   **SEC. 302. GRADE CROSSING SIGNAL VIOLATIONS.**

10       (a) AMENDMENTS.—Section 20151 is amended—

11           (1) by amending the section heading to read as  
12       follows:

13   **“§ 20151. Railroad trespassing, vandalism, and signal**  
14       **violation prevention strategy”;**

15           (2) in subsection (a)—

16           (A) by striking “and vandalism affecting  
17           railroad safety” and inserting in lieu thereof “,  
18           vandalism affecting railroad safety, and viola-  
19           tions of grade crossing signals”;

20           (B) by inserting “, concerning trespassing  
21           and vandalism,” after “such evaluation and re-  
22           view”; and

23           (C) by inserting “The second such evalua-  
24           tion and review, concerning violations of grade

1 crossing signals, shall be completed before No-  
2 vember 2, 2004.” after “November 2, 1994.”;

3 (3) in the subsection heading of subsection (b),  
4 by inserting “FOR TRESPASSING AND VANDALISM  
5 PREVENTION” after “OUTREACH PROGRAM”;

6 (4) in subsection (c)—

7 (A) by redesignating paragraphs (1) and  
8 (2) as subparagraphs (A) and (B), respectively;

9 (B) by inserting “(1)” after “MODEL LEG-  
10 ISLATION.—”; and

11 (C) by adding at the end the following new  
12 paragraph:

13 “(2) Within 18 months after the date of the enact-  
14 ment of the Railroad Safety Reform Act of 2003, the Sec-  
15 retary, after consultation with State and local govern-  
16 ments and railroad carriers, shall develop and make avail-  
17 able to State and local governments model State legisla-  
18 tion providing for civil or criminal penalties, or both, for  
19 violations of grade crossing signals.”; and

20 (5) by adding at the end the following new sub-  
21 section:

22 “(d) DEFINITION.—For purposes of this section, the  
23 term ‘violation of grade crossing signals’ includes any ac-  
24 tion by a motorist, unless directed by an authorized safety  
25 officer—

1 “(1) to drive around a grade crossing gate in  
2 a position intended to block passage over railroad  
3 tracks;

4 “(2) to drive through a flashing grade crossing  
5 signal;

6 “(3) to drive through a grade crossing with pas-  
7 sive warning signs without ensuring that the grade  
8 crossing could be safely crossed before any train ar-  
9 rived; and

10 “(4) in the vicinity of a grade crossing, that  
11 creates a hazard of an accident involving injury or  
12 property damage at the grade crossing.”.

13 (b) CONFORMING AMENDMENT.—The item relating  
14 to section 20151 in the table of sections for subchapter  
15 II of chapter 201 is amended to read as follows:

“20151. Railroad trespassing, vandalism, and signal violation prevention strat-  
egy.”.

## 16 **TITLE IV—PASSENGER SERVICE** 17 **SAFETY STANDARDS**

### 18 **SEC. 401. EMERGENCY WINDOWS.**

19 Section 20133 is amended by adding at the end the  
20 following new subsection:

21 “(e) EMERGENCY WINDOWS.—(1) After January 1,  
22 2005, all railroad cars, including self-propelled cars, used  
23 for providing transportation for members of the general

1 public shall have emergency windows installed in at least  
 2 one half of their window locations.

3 “(2) For purposes of this subsection, the term ‘emer-  
 4 gency window’ means a window designed to permit rapid  
 5 and easy removal for passenger escape in an emergency  
 6 without tools.

7 “(3) This subsection shall not apply to railroad cars  
 8 used by tourist, excursion, scenic, or historic railroads that  
 9 are not part of the general system of railroad transpor-  
 10 tation and that do not operate at speeds in excess of 30  
 11 miles per hour.”.

12 **SEC. 402. PASSENGER RAILROAD SIGNAL SYSTEMS.**

13 (a) AMENDMENT.—(1) Section 20502 is amended by  
 14 adding at the end the following new subsection:

15 “(c) PASSENGER RAILROAD SIGNALS.—Each rail-  
 16 road line on which passenger service operates, except lines  
 17 where automatic train stop or cab signaling equipment is  
 18 in use for all passenger service, shall have installed ap-  
 19 proach and stop signals such that at least one approach  
 20 signal intervenes between a passenger station stop and a  
 21 subsequent stop signal.”.

22 (2) The amendment made by paragraph (1) shall  
 23 take effect January 1, 2005.

24 (b) STUDY.—The Secretary of Transportation shall,  
 25 within 1 year after the date of the enactment of this Act,



1 transmit to the Congress a report on the results of a study  
 2 of the safety implications of signal systems and their  
 3 placement. In conducting the study, the Secretary shall  
 4 consult with representatives of railroad labor, railroad  
 5 management, and railroad equipment manufacturers.  
 6 After transmitting the report, the Secretary shall initiate  
 7 appropriate rulemaking proceedings under chapter 205 to  
 8 implement the recommendations made in the report.

9 **SEC. 403. PASSENGER LOCOMOTIVE FUEL TANKS.**

10 (a) AMENDMENT.—Chapter 207 is amended by add-  
 11 ing at the end the following new section:

12 **“§ 20704. Passenger locomotive fuel tanks**

13 “(a) REQUIREMENTS.—Any locomotive manufac-  
 14 tured after the date of the enactment of the Railroad Safe-  
 15 ty Reform Act of 2003, and delivered to a railroad carrier  
 16 on or after January 1, 2005, for use on passenger trains,  
 17 except for a locomotive intended primarily for yard switch-  
 18 ing purposes, shall—

19 “(1) be equipped with fuel tanks that are inter-  
 20 nal and compartmentalized;

21 “(2) be equipped with internal fuel tank bulk-  
 22 heads and skin that are either  $\frac{3}{8}$  inch steel plate  
 23 with 25,000-pound yield strength or another mate-  
 24 rial of equivalent strength; and

1 “(3) have fuel tank vent systems that are de-  
 2 signed to prevent those systems from becoming a  
 3 path of fuel loss in the event the tank is placed in  
 4 an abnormal orientation due to a locomotive derail-  
 5 ing.

6 “(b) DEFINITIONS.—For purposes of this section—

7 “(1) the term ‘compartmentalized’ means hav-  
 8 ing an interior divided into at least 4 separate com-  
 9 partments designed so that penetration of the exte-  
 10 rior skin of any 1 compartment shall result in loss  
 11 of fuel only from that compartment; and

12 “(2) the term ‘internal’ means having its lowest  
 13 point at least 18 inches above the lowest point on  
 14 the locomotive wheel tread, and being enclosed by, or  
 15 part of, the locomotive structure.”.

16 (b) TABLE OF SECTIONS AMENDMENT.—The table of  
 17 sections of chapter 207 is amended by adding at the end  
 18 the following new item:

“20704. Passenger locomotive fuel tanks.”.

19 **SEC. 404. POSITIVE TRAIN CONTROL.**

20 (a) AMENDMENTS.—Section 20150 is amended—

21 (1) by striking “**progress report**” in the  
 22 section heading;

23 (2) by inserting “(a) PROGRESS REPORT.—”  
 24 before “The Secretary of Transportation”; and

1           (3) by adding at the end the following new sub-  
2       section:

3       “(b) SCHEDULE FOR IMPLEMENTATION.—(1) The  
4       Secretary shall—

5           “(A) before March 31, 2004—

6               “(i) develop a model for assessing the risks  
7               associated with accident or injury on railroad  
8               corridors;

9               “(ii) compile data on each railroad corridor  
10              to enable the application of the model developed  
11              under clause (i); and

12              “(iii) rank railroad corridors on the basis  
13              of their risks associated with accident or injury;

14           “(B) before October 1, 2004, identify high-pri-  
15       ority railroad corridors the Secretary will require to  
16       be equipped with positive train control systems,  
17       which shall include, at a minimum, all railroad lines  
18       on which more than 42 regularly scheduled pas-  
19       senger trains per week operate and all railroad lines  
20       on which more than 2,500,000 tons of hazardous  
21       materials are transported each year; and

22           “(C) before October 1, 2005, issue regulations  
23       establishing standards for the use of positive train  
24       control systems and requiring their use on high-pri-

1 ority railroad corridors by no later than September  
 2 30, 2006.

3 “(2) For purposes of this subsection—

4 “(A) the term ‘passenger train’ does not include  
 5 trains operated by tourist, excursion, scenic, or his-  
 6 toric railroads that are not part of the general sys-  
 7 tem of railroad transportation and that do not oper-  
 8 ate at speeds in excess of 30 miles per hour; and

9 “(B) the term ‘positive train control system’  
 10 means a system for automatically controlling the  
 11 speed of or stopping a train to prevent collisions, en-  
 12 force speed restrictions, and protect roadway work-  
 13 ers and their equipment in the event that the train  
 14 operator has failed to take appropriate action.”.

15 (b) CONFORMING AMENDMENT.—The item relating  
 16 to section 20150 in the table of sections of subchapter II  
 17 of chapter 201 is amended by striking “progress report”.

## 18 **TITLE V—SAFETY RULEMAKING** 19 **AND ENFORCEMENT**

### 20 **SEC. 501. PURPOSE.**

21 Section 20101 is amended to read as follows:

#### 22 **“§ 20101. Purpose**

23 “The purpose of this part is to assign and maintain  
 24 safety as the highest priority in every area of railroad op-

1 erations and to reduce railroad-related accidents and inci-  
2 dents.”.

3 **SEC. 502. RAILROAD SAFETY CONFERENCE.**

4 (a) IN GENERAL.—The Secretary of Transportation  
5 shall convene, within 6 months after the date of the enact-  
6 ment of this Act and annually thereafter, a conference to  
7 determine what are the most important actions needed to  
8 improve the safety of railroad operations. Each such con-  
9 ference shall provide an opportunity for the participants  
10 to present their views, respond to the views of other par-  
11 ticipants, and discuss railroad safety issues with other  
12 participants so that a consensus can be reached.

13 (b) PARTICIPANTS.—Each conference convened pur-  
14 suant to subsection (a) shall include as participants, at  
15 a minimum, appropriate representatives of the Depart-  
16 ment of Transportation, railroad management, railroad  
17 labor, railroad passengers, railroad equipment suppliers,  
18 and railroad shippers, as well as individuals representing  
19 community interests.

20 (c) REPORT TO CONGRESS.—The Secretary of Trans-  
21 portation shall, within 3 months after the completion of  
22 a conference convened pursuant to subsection (a), trans-  
23 mit to the Congress a report summarizing the results of  
24 the conference.

1 **SEC. 503. RULEMAKING PROCESS.**

2 (a) AMENDMENT.—Subchapter I of chapter 201 is  
3 amended by inserting after section 20115 the following  
4 new section:

5 **“§ 20116. Rulemaking process**

6 “(a) RULES PROPOSED BY RAILROAD SAFETY ADVI-  
7 SORY COMMITTEE.—A rule that has been proposed unani-  
8 mously by the Railroad Safety Advisory Committee shall  
9 be issued as a proposed rule by the Secretary of Transpor-  
10 tation without preparation of a regulatory analysis, regu-  
11 latory evaluation, or any other assessment of the costs or  
12 benefits of the proposed rule, and without soliciting the  
13 approval or comment of any Federal agency or employee  
14 outside the Department of Transportation.

15 “(b) INCORPORATION BY REFERENCE.—No rule or  
16 order issued by the Secretary under this part shall be ef-  
17 fective if it incorporates by reference a code, rule, stand-  
18 ard, requirement, or practice issued by an association or  
19 other entity that is not an agency of the Federal Govern-  
20 ment, unless that reference is to a particular code, rule,  
21 standard, requirement, or practice adopted before the date  
22 on which the rule is issued by the Secretary, and unless  
23 the date on which the code, rule, standard, requirement,  
24 or practice was adopted is specifically cited in the rule.”.

25 (b) TABLE OF SECTIONS AMENDMENT.—The table of  
26 sections of subchapter I of chapter 201 is amended by

1 adding after the item relating to section 20115 the fol-  
2 lowing new item:

“20116. Rulemaking process.”.

3 **SEC. 504. CRANE SAFETY.**

4       The Secretary of Transportation shall initiate a rule-  
5 making, based on the recommendations of the Railroad  
6 Safety Advisory Committee, to ensure the safety of opera-  
7 tors of railroad cranes and other hoisting equipment, and  
8 of railroad employees working in the vicinity of cranes and  
9 other hoisting equipment. If the Railroad Safety Advisory  
10 Committee has not made consensus recommendations  
11 within 12 months after the date of the enactment of this  
12 Act, the Secretary shall discharge the Committee of its  
13 responsibilities under this section and shall, within 24  
14 months after the date of the enactment of this Act, issue  
15 a final rule.

16 **SEC. 505. RAILROAD CAR VISIBILITY.**

17       Section 20148(b) is amended by striking “initiate a  
18 rulemaking proceeding to” and inserting “, not later than  
19 1 year after the date of the enactment of the Railroad  
20 Safety Reform Act of 2003,”.

21 **SEC. 506. HIGH-SPEED RAIL NOISE REGULATION.**

22       (a) AMENDMENT.—Chapter 201 is amended by add-  
23 ing a new section at the end as follows:

1 **“§ 20154. High-speed rail noise regulation**

2       “The Secretary of Transportation, in consultation  
3 with the Administrator of the Environmental Protection  
4 Agency, shall prescribe regulations addressing noise emis-  
5 sions from high-speed rail systems, including magnetic  
6 levitation systems, when operating at speeds greater than  
7 150 miles per hour. Such regulations shall be prescribed  
8 to protect the public health and welfare, including the  
9 health and welfare of railroad employees, taking into ac-  
10 count the degree of noise reduction achievable through the  
11 application of the best available technology and the cost  
12 of compliance. Regulations issued under this section shall  
13 be in lieu of railroad-related noise regulations issued pur-  
14 suant to the Noise Control Act of 1972 (42 U.S.C.  
15 4916(a)) only for locomotives, cars, and consists of loco-  
16 motives and cars, when operating at speeds greater than  
17 150 miles per hour.”.

18       (b) TABLE OF SECTIONS AMENDMENT.—The table of  
19 sections of chapter 201 is amended by adding at the end  
20 the following new item:

“20154. High-speed rail noise regulation.”.

21 **SEC. 507. TRACK SAFETY.**

22       Section 20142 is amended to read as follows:

23 **“§ 20142. Track safety**

24       “(a) SPEED OF INSPECTION VEHICLES.—Not later  
25 than one year after the date of the enactment of the Rail-



1 road Safety Reform Act of 2003, the Secretary of Trans-  
2 portation shall issue rules requiring that no track inspec-  
3 tion shall be conducted from a vehicle traveling at a speed  
4 of more than 15 miles per hour, unless the Secretary can  
5 demonstrate that operations at higher speeds provide  
6 equally accurate inspection information.

7 “(b) MAINTENANCE-OF-WAY EQUIPMENT.—(1) All  
8 track motor vehicles, self-propelled maintenance-of-way  
9 equipment, and other equipment which is designed with  
10 a wheeled carriage allowing the equipment to move along  
11 a railroad track shall be designed and maintained so as  
12 to conduct electrical current from one rail of the track to  
13 the other, enabling the activation of signal systems de-  
14 signed to detect the presence of locomotives, cars, trains,  
15 and other rolling equipment on the track.

16 “(2) All roadway work groups and lone roadway  
17 workers when working in a classification yard shall be  
18 equipped with portable equipment permitting the motion  
19 of freely rolling railroad cars to be automatically arrested.

20 “(c) DEFINITIONS.—For purposes of this section—

21 “(1) the term ‘roadway work group’ means 2 or  
22 more roadway workers working together on a com-  
23 mon task who are in direct communication with each  
24 other; and

1           “(2) the term ‘roadway worker’ means an em-  
2       ployee of a railroad carrier, or of a contractor to a  
3       railroad carrier, including a maintenance-of-way  
4       worker or a signalman, who is working on or near  
5       railroad track.

6           “(d) EFFECTIVE DATE.—Subsection (b)(1) shall take  
7       effect on January 1, 2005.”.

8       **SEC. 508. ENHANCED INSPECTION AND INVESTIGATION AU-**  
9                               **THORITY UNDER THE FEDERAL RAILROAD**  
10                              **SAFETY LAWS.**

11       Section 20107 is amended by inserting at the end the  
12       following new subsection:

13       “(c) RAILROAD RADIO COMMUNICATIONS.—(1) To  
14       carry out the Secretary’s responsibilities under this part,  
15       officers, employees, or agents of the Secretary are author-  
16       ized to conduct the following kinds of inspection and inves-  
17       tigative activities at reasonable times and in a reasonable  
18       manner:

19           “(A) To receive or assist in receiving a radio  
20       communication that is broadcast or transmitted over  
21       a railroad carrier’s dedicated frequency not for the  
22       use of the general public, with or without making  
23       their presence known to the sender or other receivers  
24       of the communication, and with or without obtaining

1 the consent of the sender or other receivers of the  
2 communication.

3 “(B) To communicate the existence, contents,  
4 substance, purport, effect, or meaning of a commu-  
5 nication described in subparagraph (A).

6 “(C) To record a communication described in  
7 subparagraph (A) by any means, including writing  
8 and tape recording.

9 “(2) The purposes for which officers, employees, or  
10 agents of the Secretary are permitted to engage in the  
11 activities set forth in paragraph (1) of this subsection in-  
12 clude rulemaking, accident investigation, and acquiring  
13 general information as to railroad operations.

14 “(3) Information obtained in compliance with para-  
15 graphs (1) and (2) of this subsection may not be used  
16 as evidence for the assessment or collection of civil pen-  
17 alties, or for the implementation of other enforcement  
18 mechanisms provided in section 5122, 20702(b), 20111,  
19 20112, 20113, or 20114 of this title, or in any disciplinary  
20 proceeding by a railroad carrier, but may be used as back-  
21 ground for further investigation which might lead to the  
22 discovery of other useful evidence.

23 “(4) The authority granted by this subsection shall  
24 be an exception to the general prohibitions of section 605

1 of title 47, United States Code, and chapter 119 of title  
2 18, United States Code.”.

3 **SEC. 509. EXPANSION OF EMERGENCY ORDER AUTHORITY.**

4 Section 20104(a)(1) is amended by striking “death  
5 or personal injury” and inserting “death, personal injury,  
6 or significant harm to the environment”.

7 **SEC. 510. SAFETY INSPECTORS.**

8 Section 20115 is amended—

9 (1) by amending paragraph (1) of subsection  
10 (a) to read as follows:

11 “(1) shall cover the costs of providing 400 rail-  
12 road safety inspectors, in addition to those already  
13 employed by the Federal Railroad Administration as  
14 of October 1, 1998, to improve the safety of railroad  
15 carriers subject to this chapter;”;

16 (2) in subsection (c)(2), by striking “only to  
17 carry out this chapter” and inserting in lieu thereof  
18 “only for the purposes described in subsection  
19 (a)(1)”;

20 (3) in subsection (c)(3), by striking “of activi-  
21 ties under” and all that follows through “financed  
22 by the fees” and inserting in lieu thereof “described  
23 in subsection (a)(1)”;

24 (4) in the heading of subsection (d), by striking  
25 “ANNUAL REPORT” and inserting “REPORTS”;

1           (5) in subsection (d)(1), by striking “90 days  
2       after the end of each fiscal year in which fees are  
3       collected under this section” and inserting in lieu  
4       thereof “180 days after the end of fiscal year 2006,  
5       and every 3 years thereafter”;

6           (6) in subsection (d)(1)(A), by striking “that  
7       fiscal year” and inserting in lieu thereof “the 3 pre-  
8       vious fiscal years”;

9           (7) in subsection (d)(2), by striking “for a fis-  
10      cal year”; and

11          (8) by striking subsection (e).

## 12           **TITLE VI—MISCELLANEOUS** 13                           **PROVISIONS**

### 14   **SEC. 601. SAFETY CONSIDERATIONS IN GRANTS OR LOANS** 15                           **TO COMMUTER RAILROADS.**

16       Section 5329 is amended by adding at the end the  
17   following new subsection:

18       “(c) COMMUTER RAILROAD SAFETY CONSIDER-  
19   ATIONS.—In making a grant or loan under this chapter  
20   that concerns a railroad subject to the Secretary’s safety  
21   jurisdiction under section 20102 of this title, the Adminis-  
22   trator of the Federal Transit Administration shall consult  
23   with the Administrator of the Federal Railroad Adminis-  
24   tration concerning relevant safety issues. The Secretary  
25   may use appropriate authority under this chapter, includ-

1 ing the authority to prescribe particular terms or cov-  
 2 enants under section 5334 of this title, to address any  
 3 safety issues identified in the project supported by the  
 4 loan or grant.”.

5 **SEC. 602. TECHNICAL AMENDMENTS REGARDING ADJUST-**  
 6 **MENT OF CIVIL PENALTIES FOR INFLATION.**

7 (a) CHAPTER 201 GENERAL VIOLATIONS.—In sec-  
 8 tion 21301(a)(2), insert after “\$10,000” and after  
 9 “\$20,000” the following: “, as adjusted pursuant to the  
 10 Federal Civil Penalties Inflation Adjustment Act of 1990  
 11 (28 U.S.C. 2461 note)”.

12 (b) CHAPTER 201 ACCIDENT AND INCIDENT VIOLA-  
 13 TIONS AND CHAPTER 203–209 VIOLATIONS.—In section  
 14 21302(a)(2), insert after “\$10,000” and after “\$20,000”  
 15 the following: “, as adjusted pursuant to the Federal Civil  
 16 Penalties Inflation Adjustment Act of 1990 (28 U.S.C.  
 17 2461 note)”.

18 (c) CHAPTER 211 VIOLATIONS.—In section  
 19 21303(a)(2), insert after “\$10,000” and after “\$20,000”  
 20 the following: “, as adjusted pursuant to the Federal Civil  
 21 Penalties Inflation Adjustment Act of 1990 (28 U.S.C.  
 22 2461 note)”.

1 **SEC. 603. CERTIFICATION OF LOCOMOTIVE ENGINEERS**  
2 **AND OTHER SAFETY-RELATED RAILROAD**  
3 **PERSONNEL.**

4 (a) AMENDMENT.—Section 20135 is amended to  
5 read as follows:

6 **“§ 20135. Certification of locomotive engineers and**  
7 **other safety-related railroad personnel**

8 “(a) IN GENERAL.—The Administrator of the Fed-  
9 eral Railroad Administration shall establish a program for  
10 issuing certificates for—

- 11 “(1) carmen;
- 12 “(2) conductors;
- 13 “(3) dispatchers;
- 14 “(4) locomotive engineers;
- 15 “(5) power directors;
- 16 “(6) signalmen;
- 17 “(7) track inspectors; and
- 18 “(8) trainmen,

19 to individuals when the Administrator finds, after inves-  
20 tigation, that the individuals are qualified for, and phys-  
21 ically able to perform the duties related to, the position  
22 to be authorized by the certificates. After January 1,  
23 2005, no person shall carry out the responsibilities of the  
24 carman, conductor, dispatcher, locomotive engineer, power  
25 director, signalman, track inspector, or trainman unless

1 that person has been certificated for that position by the  
2 Administrator.

3 “(b) GENERAL QUALIFICATIONS.—The program es-  
4 tablished under subsection (a)—

5 “(1) shall provide qualification standards and  
6 minimum training requirements for each type of po-  
7 sition described in subsection (a); and

8 “(2) shall require comprehensive knowledge of  
9 applicable railroad carrier operating practices and  
10 rules.

11 “(c) LOCOMOTIVE ENGINEERS.—

12 “(1) QUALIFICATIONS.—The program estab-  
13 lished under subsection (a), in the case of certifi-  
14 cation of a locomotive engineer—

15 “(A) except as provided in paragraph  
16 (2)(A), shall require consideration, to the extent  
17 the information is available, of the motor vehi-  
18 cle driving record of each individual seeking  
19 certification, including—

20 “(i) any denial, cancellation, revoca-  
21 tion, or suspension of a motor vehicle oper-  
22 ator’s license by a State for cause within  
23 the prior 5 years; and



1 “(ii) any conviction within the prior 5  
2 years of an offense described in section  
3 30304(a)(3)(A) or (B) of this title;

4 “(B) may require, based on the individ-  
5 ual’s driving record, disqualification or the  
6 granting of a certificate conditioned on require-  
7 ments the Administrator prescribes; and

8 “(C) shall require an individual seeking  
9 certification—

10 “(i) to request the chief driver licens-  
11 ing official of each State in which the indi-  
12 vidual has held a motor vehicle operator’s  
13 license within the prior 5 years to provide  
14 information about the individual’s driving  
15 record to the individual’s employer, pro-  
16 spective employer, or the Administrator, as  
17 the Administrator requires; and

18 “(ii) to make the request provided for  
19 in section 30305(b)(4) of this title for in-  
20 formation to be sent to the individual’s em-  
21 ployer, prospective employer, or the Ad-  
22 ministrator, as the Administrator requires.

23 “(2) WAIVERS.—(A) The Administrator shall  
24 prescribe standards and establish procedures for  
25 waiving paragraph (1)(A) for an individual or class

1 of individuals who the Administrator decides are not  
2 currently unfit to operate a locomotive. However, the  
3 Administrator may waive paragraph (1)(A) for an  
4 individual or class of individuals with a conviction,  
5 cancellation, revocation, or suspension described in  
6 subparagraph (B)(i) or (ii) only if the individual or  
7 class, after the conviction, cancellation, revocation,  
8 or suspension, successfully completes a rehabilitation  
9 program established by a railroad carrier or ap-  
10 proved by the Administrator.

11 “(B) An individual may not be denied a certifi-  
12 cate under paragraph (1)(A) because of—

13 “(i) a conviction for operating a motor ve-  
14 hicle when under the influence of, or impaired  
15 by, alcohol or a controlled substance; or

16 “(ii) the cancellation, revocation, or sus-  
17 pension of the individual’s motor vehicle opera-  
18 tor’s license for operating a motor vehicle when  
19 under the influence of, or impaired by, alcohol  
20 or a controlled substance,

21 if the individual, after the conviction, cancellation,  
22 revocation, or suspension, successfully completes a  
23 rehabilitation program established by a railroad car-  
24 rier or approved by the Administrator.

1           “(3) OPPORTUNITY TO EXAMINE AND COMMENT  
2           ON INFORMATION.—The Administrator, employer, or  
3           prospective employer, as appropriate, shall make in-  
4           formation obtained under paragraph (1)(C) available  
5           to the individual. The individual shall be given an  
6           opportunity to comment in writing about the infor-  
7           mation. Any comment shall be included in any  
8           record or file maintained by the Administrator, em-  
9           ployer, or prospective employer that contains infor-  
10          mation to which the comment is related.

11          “(d) DELEGATION.—

12               “(1) IN GENERAL.—Subject to any regulations,  
13               supervision, and review the Administrator may pre-  
14               scribe, the Administrator may delegate, to a quali-  
15               fied private person or an employee under the super-  
16               vision of that person, a matter related to—

17                       “(A) the examination, testing, and inspec-  
18                       tion necessary to issue a certificate under this  
19                       section; and

20                       “(B) issuing the certificate.

21               “(2) RESCISSION.—The Administrator may re-  
22               scind a delegation under this section at any time for  
23               any reason the Administrator considers appropriate.

24               “(3) RECONSIDERATION.—A person affected by  
25               an action of a person to whom responsibilities have

1       been delegated under this subsection may apply for  
2       reconsideration of the action by the Administrator,  
3       and, on the Administrator’s own initiative, the Ad-  
4       ministrator may reconsider the action of such a per-  
5       son at any time. If the Administrator decides on re-  
6       consideration that the action is unreasonable or un-  
7       warranted, the Administrator shall change, modify,  
8       or reverse the action. If the Administrator decides  
9       that the action is warranted, the Administrator shall  
10      affirm the action.

11      “(e) SUSPENSION OR REVOCATION.—

12              “(1) AUTHORITY.—The Administrator may re-  
13      view the certification of any employee holding a cer-  
14      tificate under this section. The Administrator may  
15      suspend or revoke a certificate issued under this sec-  
16      tion if—

17                  “(A) the employee, in the course of rail-  
18      road employment, has engaged in or authorized  
19      a practice that endangers human life, including  
20      authorizing the use of unsafe equipment or  
21      track; or

22                  “(B) the Administrator decides after re-  
23      viewing the actions or qualifications of the em-  
24      ployee that railroad safety and the public inter-  
25      est require such a suspension or revocation.

1       The length of a suspension shall be at the discretion  
2       of the Administrator. In determining the length of a  
3       suspension, the Administrator shall take into ac-  
4       count the seriousness of the unsafe practice and the  
5       employee's past safety record.

6               “(2) PROCEDURES.—Before acting to suspend  
7       or revoke a certificate, the Administrator shall ad-  
8       vise the holder of the certificate of the charges or  
9       other reasons on which the Administrator relies for  
10      the proposed action. Except in an emergency, the  
11      Administrator shall provide the holder of the certifi-  
12      cate with an opportunity to answer the charges and  
13      to be heard on why the certificate should not be sus-  
14      pended or revoked. Except as provided in paragraph  
15      (3), the action of the Administrator suspending or  
16      revoking a certificate shall be stayed pending the  
17      outcome of an appeal under subsection (f).

18             “(3) EMERGENCIES.—If the Administrator de-  
19      termines that an emergency exists and that railroad  
20      safety requires that a suspension or revocation be ef-  
21      fective immediately, then the Administrator's action  
22      shall be effective immediately.

23             “(f) APPEALS.—The Administrator shall establish an  
24      appropriate procedure through which a person adversely  
25      affected by—

1           “(1) an action denying a certificate under this  
2           section; or

3           “(2) an order suspending or revoking a certifi-  
4           cate under subsection (e),

5           may appeal such action or order. If a finding is made  
6           under that appeals procedure, after notice and an oppor-  
7           tunity for a hearing, that railroad safety and the public  
8           interest do not require affirmation of the original action  
9           or order, the Administrator shall amend, modify, or re-  
10          verse that action or order.

11          “(g) CERTIFICATION OF SAFETY.—

12           “(1) BY A CARMAN.—(A) After January 1,  
13           2005, no locomotive, railroad car, or train shall de-  
14           part its initial terminal until it has been inspected  
15           and its safety has been certified in writing by a car-  
16           man certificated under this section.

17           “(B) After January 1, 2005, no locomotive,  
18           railroad car, or train shall be used or operated after  
19           it has been repaired or reported to have a defect po-  
20           tentially affecting safety until it has been inspected  
21           by a carman certificated under this section and its  
22           safety has been subsequently certified in writing by  
23           that carman. A safety certification made under this  
24           paragraph may be made conditional on the loco-

1 motive, railroad car, or train being repaired at the  
2 first practical opportunity.

3 “(2) BY A SIGNALMAN.—(A) After January 1,  
4 2005, no signal system shall be used to signal that  
5 a train may proceed or to control the movement of  
6 automobiles at grade crossings unless its safety has  
7 been certified in writing by a signalman certificated  
8 under this section in accordance with regulations  
9 issued by the Secretary of Transportation requiring  
10 such certification—

11 “(i) when a signal system is first placed in  
12 service;

13 “(ii) after it has been modified or dis-  
14 arranged; and

15 “(iii) at least once a year.

16 The Secretary may by regulation require that cer-  
17 tain kinds of signal systems be inspected and cer-  
18 tified more frequently than is required by clauses (i)  
19 through (iii).

20 “(B) After January 1, 2005, no signal system  
21 shall be used to signal that a train may proceed or  
22 to control the movement of automobiles at grade  
23 crossings after that signal system has been repaired  
24 or reported to have a defect potentially affecting  
25 safety until it has been inspected by a signalman

1       certificated under this section and its safety has  
2       been subsequently certified in writing by that signal-  
3       man.

4           “(3) BY A TRACK INSPECTOR.—(A) After Janu-  
5       ary 1, 2005, no track shall be used to operate loco-  
6       motives, railroad cars, or trains unless the safety of  
7       that track has been certified in writing by a track  
8       inspector certificated under this section each time  
9       the track is inspected as required by regulations  
10      issued by the Secretary under this chapter. In no  
11      event shall such inspections be required less often  
12      than once a month.

13          “(B) After January 1, 2005, no track shall be  
14      used after it has been repaired or reported to have  
15      a defect potentially affecting safety until it has been  
16      inspected by a track inspector certificated under this  
17      section and its safety for its anticipated use has  
18      been subsequently certified in writing by that track  
19      inspector.

20          “(h) AUTHORITY TO REFUSE TO OPERATE TRAINS  
21      OR LOCOMOTIVES.—A locomotive engineer may refuse to  
22      operate a train or locomotive if that locomotive engineer  
23      is not satisfied that the train or locomotive can be oper-  
24      ated safely.

25          “(i) DEFINITIONS.—For purposes of this section—



1           “(1) the term ‘carman’ means a railroad em-  
2           ployee who inspects, tests, maintains, and repairs  
3           brakes, other mechanical systems and components,  
4           and safety appliances on railroad cars or loco-  
5           motives;

6           “(2) the term ‘conductor’ means a railroad road  
7           or yard employee who is in charge of a train’s pas-  
8           sengers or freight;

9           “(3) the term ‘dispatcher’ has the meaning  
10          given the term ‘dispatching service employee’ in sec-  
11          tion 21101 of this title;

12          “(4) the term ‘locomotive engineer’ means an  
13          operator of a locomotive other than—

14               “(A) a person who operates a locomotive  
15               solely within the confines of a locomotive repair  
16               or servicing area; and

17               “(B) a person who operates a locomotive  
18               for short distances for inspection and mainte-  
19               nance purposes;

20          “(5) the term ‘power director’ has the meaning  
21          given such term in section 21101 of this title;

22          “(6) the term ‘signalman’ has the meaning  
23          given the term ‘signal employee’ in section 21101 of  
24          this title;

5           “(8) the term ‘trainman’ means a railroad road  
6       or yard employee who is under the supervision of a  
7       conductor.”.

(b) TABLE OF SECTIONS AMENDMENT.—The item relating to section 20135 in the table of sections of chapter 201 is amended to read as follows:

(c) EFFECT OF AMENDMENT.—Notwithstanding the amendment made by subsection (a), the requirements for licensing or certification of locomotive operators under section 20135 as in effect before the date of the enactment of this Act shall continue in effect until the program established under the amendment made by subsection (a) takes effect with respect to locomotive engineers.

19 (a) DEFINITION.—Section 20301(a) is amended to  
20 read as follows:

22 “(1) the term ‘vehicle’ means a car, locomotive,  
23 tender, or similar vehicle; and

1           “(2) the term ‘transport motor vehicle’ means  
 2           a motor vehicle used to transport employees of a  
 3           railroad carrier or its independent contractors to or  
 4           from a work site.”.

5           (b) INSPECTION REQUIREMENT.—Section 20302 is  
 6 amended by adding at the end the following new sub-  
 7 section:

8           “(f) TRANSPORT MOTOR VEHICLES.—A railroad car-  
 9 rier shall not require or allow a transport motor vehicle  
 10 to be used to transport employees to or from a work site,  
 11 whether that transport motor vehicle is owned or operated  
 12 by the railroad carrier or by an independent contractor  
 13 to the railroad carrier, unless the transport motor vehicle  
 14 has been tested and inspected at appropriate intervals, in  
 15 accordance with regulations promulgated by the Secretary,  
 16 to ensure that it has been properly maintained and can  
 17 safely transport railroad employees.”.

18 **SEC. 605. CONRAIL SAFETY EXEMPTION.**

19           Section 711 of the Regional Rail Reorganization Act  
 20 of 1973 (45 U.S.C. 797j) is repealed.

21 **SEC. 606. SENIORITY RIGHTS.**

22           (a) AMENDMENT.—Part E of subtitle V is amended  
 23 by adding at the end the following new chapter:

24           **“CHAPTER 285—SENIORITY RIGHTS**

“Sec.

“28501. Seniority rights.

1 **“§ 28501. Seniority rights**

2       “Reemployment rights, seniority rights, and the right  
3 to return to employment after a leave of absence from a  
4 railroad carrier, negotiated by a labor organization pursu-  
5 ant to the Railway Labor Act, shall not be considered for  
6 purposes of section 208(b) of title 18 to be a financial  
7 interest so substantial as to be deemed likely to affect the  
8 integrity of the services which the Government may expect  
9 from an officer or employee who has such rights. Such  
10 an officer or employee shall be considered to have received  
11 in advance a written determination to that effect.”.

12       (b) TABLE OF CHAPTERS AMENDMENT.—The table  
13 of chapters of part E of subtitle V is amended by adding  
14 at the end the following new item:

“285. SENIORITY RIGHTS ..... 28501”.

